North Carolina's Strategic Highway Corridors in Moore County

There have been many questions raised by Moore County residents about the Strategic Highway Corridors Vision Plan and its role in the future of Moore County's transportation system. The following overview attempts to address the questions and concerns citizens have submitted to NCDOT staff by both individual inquiry and by Resolution signed by the County Commissioners.

Statutory Regulation Governing Long-Range Transportation Planning and related Policies

The Strategic Highway Corridor Vision Plan was approved by the NC Board of Transportation on September 2, 2004 as part of the Statewide Transportation Plan. It represents the future vision for a series of highways with statewide and regional significance. The SHC policy was also approved by DENR, the Governor and the Department of Commerce. It is the tool used by the State of North Carolina to comply with federal mandates regarding long-range planning and the key to NCDOT's implementation of both federal and state long-range planning laws.

Federal:

Title 23 of the United States Code Section 135 (23 USC 135) provides the basis for all regulations related to statewide planning:
http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=browse_usc&docid=Cite:+23USC135

In accordance to **Title 23 of the United States Code Section 135 (23 USC 135)** under Statewide Planning, the findings determine the following:

1. *It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and through urbanized areas, while minimizing transportation related fuel consumption and air pollution.*
2. *Each state shall develop transportation plans and programs for all areas of the State.*
3. *The plans and programs for each State shall provide for the development and integrated management and operation of transportation systems and facilities (including pedestrian and bicycle transportation facilities) that will function as an intermodal transportation system for the State and as an integral part of an intermodal transportation system for the State and an integral part of an intermodal transportation system for the United States.*
4. *The process for developing the plans and programs shall provide for consideration all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed…Each state shall carry out a transportation planning process that provides for the consideration of projects that will – (A) support the economic vitality of the United States, the States, and the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency; (B) increase the safety and security of the transportation system for the motorized and non-motorized users; (C) increase the safety and security of the transportation system for motorized and non-motorized users; (D) protect and enhance the environment, promote energy conservation, and improve quality of life; (E) enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and*

freight; (F) promote efficient system management and operation; and (G) emphasize the preservation of the existing transportation system.

Title 23 of the Code of Federal Regulations, Part 450.214 (23 CFR 450.214) Sub-part B contains the planning regulations related to the development of the Statewide Plan:

http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&sid=7f5985b5d2fe301f3fd5a6f537e6bfb8&rgn=div5&view=text&node=23:1.0.1.5.11&idno=23

In accordance to **Title 23 of the Code of Federal Regulations, Part 450.214 (23 CFR 450.214)** under Statewide Planning and Programming, the development and content of the long-range, statewide transportation plan:

a) *The State shall develop a long-range statewide transportation plan, with a minimum 20-year forecast period at the time of adoption that provides for the development and implementation of the multi-modal transportation system for the State. The long-range plan shall consider and include as applicable, elements and connections between public transportation, non-motorized modes, rail, commercial motor vehicle, waterway, and aviation facilities, particularly with respect to intercity travel.*

b) *The long-range statewide transportation plan should include capital, operations, and management strategies, investments, procedures, and other measures to ensure the preservation and most efficient use of the existing transportation system. The long-range statewide transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the State's transportation system.*

c) *The long-range, statewide transportation plan shall reference, summarize, or contain any applicable short-range planning studies; strategic planning and/or policy studies; transportation needs studies; management systems reports; emergency relief and disaster preparedness plans; any statements of policies, goals, and objectives on issues (e.g. transportation, safety, economic development, social and environmental effects, or energy) that were relevant to the development of the long-range statewide transportation plan.*

d) *The long-range statewide transportation plan should include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects contained in the Strategic Highway Safety Plan required by 23 U.S. C. 148.*

It is important to note that the paragraphs above are excerpts from both **Title 23 of the United States Code Section 135** and **Title 23 of the Code of Federal Regulations, Part 450.214.** These sections were chosen for their relevance in explaining North Carolina's Strategic Highway Corridors policies and should not be construed as representative of the laws in their entirety. Both continue onward to support local collaboration with public officials responsible for transportation in non-urbanized areas as well as consideration of environmental resources. NCDOT encourages the review of these laws with respect to the Department's mission and responsibilities.

State:

The State's General Statutes regarding long-range transportation planning empower the North Carolina's Department of Transportation to carry out the mandates set forth in federal regulations and the Board of Transportation to enact State transportation policy. State law further defines the roles and responsibilities of the municipal, county, state, and regional agencies that will carry out the duties associated with transportation planning for the State.

http://www.ncga.state.nc.us/gascripts/statutes/StatutesTOC.pl?Chapter=0136

§ **136-44.1. Statewide transportation system; policies.**

The Department of Transportation shall develop and maintain a statewide system of roads, highways, and other transportation systems commensurate with the needs of the State as a whole and it shall not sacrifice the general statewide interest to the purely local desires of any particular area. The Board of Transportation shall formulate general policies and plans for a statewide transportation system. The Board shall formulate policies governing the construction, improvement and maintenance of roads, highways, and other transportation systems of the State with due regard to farm-to-market roads and school bus routes.

§ **136-45. General purpose of law; control, repair, and maintenance of highways.**

The general purpose of the laws creating the Department of Transportation is that said Department of Transportation shall take over, establish, construct, and maintain a statewide system of hard-surfaced and other dependable highways running to all county seats, and to all principal towns, State parks, and principal State institutions, and linking up with state highways of adjoining states and with national highways into national forest reserves by the most practical routes, with special view of development of agriculture, commercial and natural resources of the State, and, except as otherwise provided by law, for the further purpose of permitting the State to assume control of the State highways, repair, construct, and reconstruct and maintain said highways at the expense of the entire State, and to relieve the counties and cities and towns of the State of this burden.

§ 136-54. Power to make changes.

The Board of Transportation shall be authorized, when in its judgment the public good requires it, to change, alter, add to, or abandon and substitute new sections for, any portion of the State highway system.

§ 136-66.2. Development of a coordinated transportation system and provisions for streets and highways in and around municipalities.

(a) *Each municipality, not located within a metropolitan planning organization (MPO) as recognized in G.S. 136-200.1, with the cooperation of the Department of Transportation, shall develop a comprehensive transportation plan that will serve present and anticipated travel demand in and around the municipality. The plan shall be based on the best information available including, but not limited to, population growth, economic conditions and prospects, and patterns of land development in and around the municipality, and shall provide for the safe and effective use of the transportation system. In the development of the plan, consideration shall be given to all transportation modes including, but not limited to, the street system, transit alternatives, bicycle,*

pedestrian, and operating strategies. The Department of Transportation may provide financial and technical assistance in the preparation of such plans. Each MPO, with cooperation of the Department of Transportation, shall develop a comprehensive transportation plan in accordance with 23 U.S.C. § 134. In addition, an MPO may include projects in its transportation plan that are not included in a financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. § 134. For municipalities located within an MPO, the development of a comprehensive transportation plan will take place through the metropolitan planning organization. For purposes of transportation planning and programming, the MPO shall represent the municipality's interests to the Department of Transportation.

(b) After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO. The governing body of the municipality and the Department of Transportation shall reach agreement as to which of the existing and proposed streets and highways included in the adopted plan will be a part of the State highway system and which streets will be a part of the municipal street system. As used in this Article, the State highway system shall mean both the primary highway system of the State and the secondary road system of the State within municipalities.

(b1) The Department of Transportation may participate in the development and adoption of a transportation plan or updated transportation plan when all local governments within the area covered by the transportation plan have adopted land development plans within the previous five years. The Department of Transportation may participate in the development of a transportation plan if all the municipalities and counties within the area covered by the transportation plan are in the process of developing a land development plan. The Department of Transportation may not adopt or update a transportation plan until a local land development plan has been adopted. A qualifying land development plan may be a comprehensive plan, land use plan, master plan, strategic plan, or any type of plan or policy document that expresses a jurisdiction's goals and objectives for the development of land within that jurisdiction. At the request of the local jurisdiction, the Department may review and provide comments on the plan but shall not provide approval of the land development plan.

(b2) The municipality or the MPO shall provide opportunity for public comments prior to adoption of the transportation plan.

(b3) Each county, with the cooperation of the Department of Transportation, may develop a comprehensive transportation plan utilizing the procedures specified for municipalities in subsection (a) of this section. This plan may be adopted by both the governing body of the county and the Department of Transportation. For portions of a county located within an MPO, the development of a comprehensive transportation plan shall take place through the metropolitan planning organization.

(b4) To complement the roadway element of the transportation plan, municipalities and MPOs may develop a collector street plan to assist in developing the roadway network. The Department of Transportation may review and provide comments but is not required to provide approval of the collector street plan.

(c) From and after the date that the plan is adopted, the streets and highways designated in the plan as the responsibility of the Department of Transportation shall become a part of the State highway system and all such system streets shall be subject to the provisions of G.S. 136-93, and all streets designated in the plan as the responsibility of the municipality shall become a part of the municipal street system.

(d) For municipalities not located within an MPO, either the municipality or the Department of Transportation may propose changes in the plan at any time by giving notice to the other party, but no change shall be effective until it is adopted by both the Department of Transportation and the municipal governing board. For MPOs, either the MPO or the Department of Transportation may propose changes in the plan at any time by giving notice to the other party, but no change shall be effective until it is adopted by both the Department of Transportation and the MPO.

(e) Until the adoption of a comprehensive transportation plan that includes future development of the street system in and around municipalities, the Department of Transportation and any municipality may reach an agreement as to which existing or proposed streets and highways within the municipal boundaries shall be added to or removed from the State highway system.

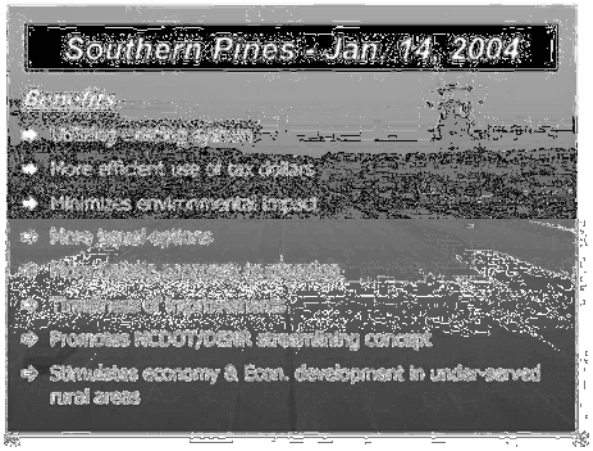
(f) Streets within municipalities which are on the State highway system as of July 1, 1959, shall continue to be on that system until changes are made as provided in this section.

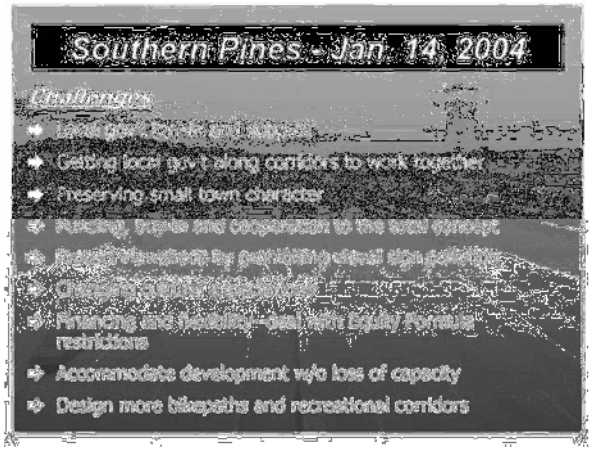
(g) The street and highway elements of the plans developed pursuant to G.S. 136-66.2 shall serve as the plan referenced in G.S. 136-66.10 (a).

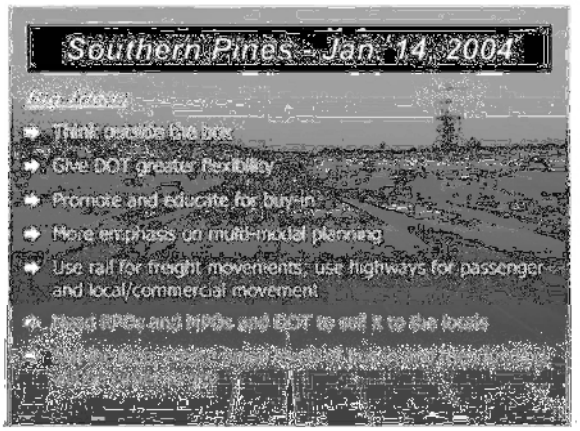
NCDOT's Statewide Transportation Plan

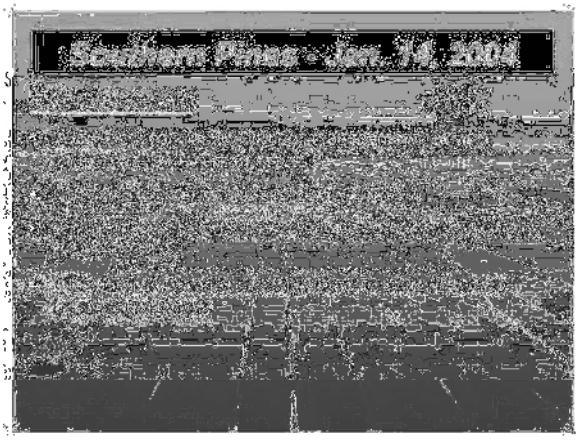
http://www.ncdot.org/doh/preconstruct/tpb/statewideplan/

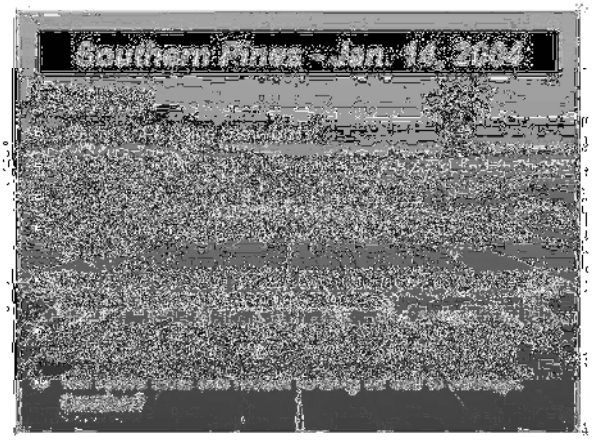
NCDOT's development of a statewide, long-range transportation plan is mandated under federal law as sited above. North Carolina's current Long-Range Statewide Multimodal Transportation Plan was developed over a three year period between 2000 and 2003. It involved an intensive planning process that included technical analysis, public outreach, and strategic planning. Between November 2003 and January 2004, NCDOT staff held a series of public meetings throughout North Carolina to share the Strategic Highway Corridor concept with stakeholders and gather their input with management and the Board of Transportation. The following slides represent public comment documented at the Southern Pines, Douglas Community Center, meeting held January 14, 2004.

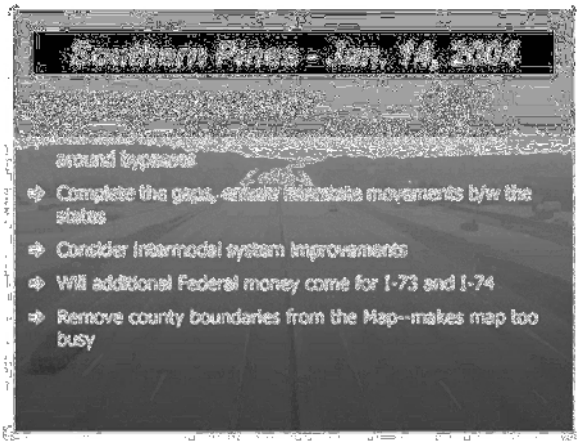


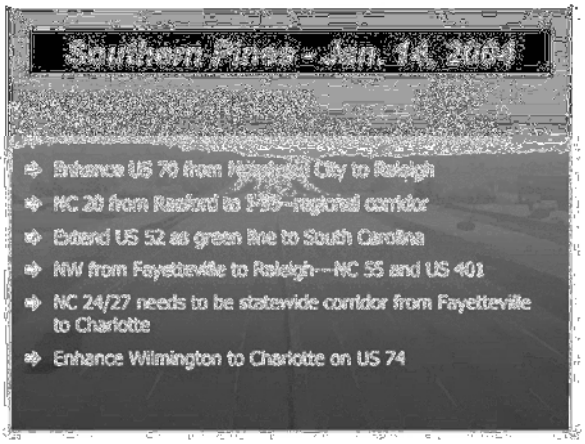












Comments can be found under the Strategic Highway Corridors Concept Development Report in Appendix B, http://www.ncdot.org/doh/preconstruct/tpb/SHC/documents/.

The plan was adopted by the Board of Transportation in September of 2004 and revised in July 2008. The statewide plan prioritizes transportation investment for a 25 year period and provides a "blueprint" for the construction, maintenance, and investment priorities of the State's multimodal transportation system.

The plan focused on directing the State's resources to the areas of highest priority and also defined key action steps to implementing the plan. It formally introduced the North Carolina Multimodal Investment Network (NCMIN). This transportation network established the framework for NCDOT to determine the needs of each mode of transportation, estimate the impacts of congestion within certain areas of the state, and allocate current and future funds. In addition, it also defined a key set of highways that were considered critical for statewide and regional mobility -- the Strategic Highway Corridors.

The Strategic Highway Corridor concept was adopted by the North Carolina Board of Transportation as a part of the North Carolina Long-Range, Multi-modal Statewide Transportation Plan. Following the adoption of the statewide plan, a formal policy statement on the initiative was endorsed by the Departments of Commerce, Environment and Natural Resources, Transportation, and the Governor's Office. The Strategic Highway Corridor concept was signed into State Policy.

The statewide transportation plan is currently in the process of being updated through the **2040 Plan**. As part of this update, the Strategic Highway Corridor Vision Plan is also under review and revisions to the Strategic Highway Corridor Vision Plan are not likely to be considered until after the completion and adoption of the 2040 plan. More information about the 2040 Plan can be found at the following website: http://www.ncdot.org/performance/reform/2040Plan/.

Strategic Highway Corridors Vision Plan

http://www.ncdot.org/doh/preconstruct/tpb/shc/overview/

The policy recognized the need to improve and maximize the use of a distinct set of existing highways that are deemed critical to statewide mobility and connectivity. The policy also promotes the vision of modern, efficient transportation supportive of economic opportunities and environmental excellence. The purpose of the Strategic Highway Corridors is to provide a network of high-speed, safe, reliable highways throughout North Carolina. These corridors have an identified vision that designates facility type whether freeway, expressway, boulevard, or thoroughfare for each corridor. The purpose of the designation is to provide consistency as well as a guide for funding decisions, project planning and design decisions, access management, and local land use decisions. There are 55 corridors that include 5,400 miles of North Carolina highway. These corridors account for only 7 percent of the State's highway system, but they carry 45 percent of the State's traffic.

Criteria for inclusion as one of North Carolina's Strategic Highway Corridors focuses on, or includes, mobility, connectivity to activity centers, connectivity to interstates, interstate relief routes, major hurricane evacuation routes, and corridors that are part of a national or statewide highway system. Activity centers are defined as urban areas with a population of over 20,000, state seaports, major airports, major intermodal terminals, major military installations, University of North Carolina system campuses, trauma centers, and major tourist attractions.

The language used as the purpose for and as the criteria for selection is congruent to the language used in both **Title 23 of the United States Code Section 135 (23 USC 135)** and **Title 23 of the Code of Federal Regulations, Part 450.214 (23 CFR 450.214) Sub-part B** as well as **North Carolina's**

General Statute 136-45. Provision for, and implementation of, the Strategic Highway Corridor Vision Plan documents the State's compliance with Federal regulations as well as NCDOT's compliance with state regulations:

Summary: Federal and State regulation associated with long-range planning:

- *Encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development;*
- *Support the economic vitality of the United States, the States, and the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;*
- *Increase the safety and security of the transportation system for the motorized and non-motorized users;*
- *Protect and enhance the environment, promote energy conservation, and improve quality of life;*
- *Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;*
- *Promote efficient system management and operation;*
- *Emphasize the preservation of the existing transportation system;*
- *Establish, construct, and maintain a statewide system of hard-surfaced and other dependable highways running to all county seats, and to all principal towns, State parks, and principal State institutions, and linking up with state highways of adjoining states and with national highways into national forest reserves by the most practical routes, with special view of development of agriculture, commercial and natural resources of the State.*

Selection of Strategic Highway Corridors

A statewide perspective independent of municipal and county boundaries was used to select the State's Strategic Highway Corridors. The selection of corridors emphasized connectivity, movement of goods, destination centers, and the functionality of the roadways. Both quantifiable and subjective criteria were used to define "Strategic." Quantifiable criteria included current and future traffic volumes, route classification, and truck traffic percentages. Subjective criteria included the corridor's role and function, its significance to a regional area, and/or its historical role in national and statewide movement.

Other trends, like the decentralization of manufacturing and increased use of technology for "just-in-time-delivery" influenced corridor selection as North Carolina's continued economic growth depends on how well our transportation system ties regions and sub-regions together. The ability to move goods to market expeditiously, efficiently, and more economically is critically important to the state's industry, retail, agriculture, international trade, and terminal operators as well as for the economic welfare of North Carolina's residents. Strategic Highway Corridors emphasize these routes and connectivity to rail line terminals, airports, as well as sea/river ports.

The selection of a corridor is primarily characterized by one or more of the following primary criteria:

Mobility - Focuses on the facilities ability to expeditiously move large volumes of traffic.

Connectivity – Focuses on whether the facility provides a vital connection between activity centers.

Interstate Connectivity – Focuses on whether the facility provides connection between existing and/or planned interstates.

Interstate Reliever – Focuses on whether a corridor currently serves, or has the potential to serve, as a reliever route to an existing interstate facility.

Hurricane Evacuation Route – Focuses on whether a corridor is considered a major route from the NC Emergency Management's Coastal Evacuation Route Map.

Cited in a Prominent Report – Alludes to the reference of highway facilities in prominent reports that list the needs for facility improvements primarily to improve economic conditions or opportunities.

Part of a Major Highway System – Focuses on whether a corridor is part of a national, statewide, economic, or military highway system. Major highway systems include the Dwight D. Eisenhower National System of Interstate and Defense Highways, the National Highway System, the North Carolina Intrastate System, the Appalachian Development Highway System, and STRAHNET. (STRAHNET is the Department of Defense's Strategic Highway Network for moving military personnel and equipment.)

Designation of Facility Types

The facility type definitions were developed to create a set of easy to understand and consistent definitions for all roadways for NCDOT, and its partners, to use in the planning, design, and operations processes. The definitions are primarily based on the function of the roadway, level of mobility and access, and whether the facility has or will have traffic signals, driveways, and/or medians. These definitions were developed from a committee comprised of members from FHWA and the following NCDOT branches: Traffic Engineering, Highway Design, Project Development, and Transportation Planning. There are many reasons why pre-determination of facility type is necessary including planning the State's transportation budget as well as management and operation benefits.

Establishing the vision for each SHC facilitates preliminary estimates for engineering and construction cost of transportation needs and improvements for the statewide system. System management and operation approach regional transportation as an interconnected set of services and transportation networks to improve the overall system performance. In additional to standard system indicators, management and operations analysis also examines data such as trip travel time, length of delay, and reliability of trip. These are indicators related to consistency of facility type and connectivity associated with freeway and arterial corridor management, coordination, event management, transit utilization, and commercial vehicle programs, etc.

Although a vision is shown on the SHC Plan, each corridor must be studied further. Each corridor is recognized as a unique, independent asset within the State's highway system, and must fit within the context of long-range transportation plans of adjoining local and/or regional areas. The use of access management techniques is crucial to achieving the concept goals of Strategic Highway Corridors and will be implemented as warranted by facility type. Access management is defined as the planning, design, and implementation of land use and transportation strategies that maintain a safe flow of traffic while accommodating the access needs of adjacent development. Designated facility classification by default implements access management strategies as each facility type also defines allowable access.

Corridor Planning

The transportation planning process must be cooperative because no single agency has responsibility for the entire transportation system. This is especially true for the Comprehensive Transportation Plan. For example, some roads that are part of the Interstate Highway System (IHS) are subject to certain standards and are usually maintained by a state DOT. Others are county arterials, or city streets, which are designed, operated, and maintained by local municipalities. Transit systems are often built, operated, and maintained by a separate entity.

The Comprehensive Transportation Plan is mandated by North Carolina State Law, **§ 136-66.2**, but also mirrors federal regulations requiring cooperation with non-metropolitan officials responsible for local transportation in the long-range transportation planning process. The law specifically calls upon each municipality to work cooperatively to plan for future traffic: Each municipality, not located within a metropolitan planning organization (MPO) as recognized in G.S. 136-200.1, with the cooperation of the Department of Transportation, shall develop a comprehensive transportation plan that will serve present and anticipated travel demand in and around the municipality. Working together to solve long-range transportation issues is essential in developing a long-range transportation plan that best serves local communities and the State, but it is also required.

Costs for transportation rights-of-way increase substantially as land suitable for transportation is developed for other purposes. Uncertainty about right-of-way needs may also impact property owners, businesses, and in some cases entire communities. The scope and 25-year horizon of a corridor plan can identify long-range right-of-way needs which serve to direct future development, reducing development costs and specifically environmental, social, and economic impacts.

To prevent premature obsolescence of highways and other facilities, corridor planning examines alternate means to accommodate transportation needs. Often, alternatives such as access management, utilization of parallel local streets, reconfigured land use patterns, and demand management programs (telecommuting, rideshare, public transportation, flex-time, etc.) can be considered in lieu of, or in addition to, major capital improvements. All can result in reducing impacts to the surrounding environment and can provide other community enhancements and quality of life benefits.

Other innovative solutions in corridor planning include opportunities for agencies and stakeholders to work cooperatively to navigate issues concerning transportation improvements that will balance both local priorities and statewide needs by leveraging benefits. Agencies involved can agree on how to implement improvements so as to increase or add "green" infrastructure (greenways or nature trails) along with, and in response to, the unavoidable impacts created by improving the "grey" infrastructure or the actual physical highway and cross streets.

It is important to emphasize that the Strategic Highway Corridor Vision Plan does designate an ultimate vision for each corridor,. however, each corridor must be studied further

Resolution Dated December 5, 2011

1. **The Mayors and Towns of Southern Pines, Aberdeen, Pinebluff, and the Village of Pinehurst agreed to oppose a US 1 Bypass alternative.**

   Transportation Planning Branch made a commitment to Moore County to bring a different process for long-range planning and the development of the CTP to the table. We committed to the Moore County Transportation Committee that no recommendations would be incorporated into the CTP without your approval and the towns, villages, and Boards of the county committed to the process as well. So, the resolution was equivalent to an official statement expressing the local priorities and preferences and we will go forward to study this recommendation of US 1 as designated by the Strategic Highway Corridors as a freeway in its existing location for the purposes of the CTP. This is the process that we agreed upon.

On December 1st, the Moore County Origin and Destination Study moved forward and a consultant was selected to conduct the study. Parsons Brinkerhoff (PB), a global consultant firm with offices in Raleigh, will be on location in Moore County between March and April. Additionally, the traffic model will be developed based on local data and projections by Transportation Planning Branch staff. The scenario recommended by the local officials in Moore County will be studied and analyzed with existing and future traffic projections in the modeling process for feasibility and the results will be submitted to the MCTC.

In the long-range planning process, public outreach and participation is used to establish a clear local vision and to define priorities. The charrette process (and continued public outreach efforts) were (and are) to help establish and document local priorities. However, without substantiating data, it is premature to assume a final corridor in any location. **No recommendation can be included in the CTP without MCTC and local Boards adoption.** So, looking at an array of possibilities with open minds to examine results and to have the resources for a comparative analysis is key to any engineering process (and/or good decision making process) and **this is still an engineering process**.

With that said, Transportation Planning Branch would like to recommend allowing the local planners on the Moore County Technical Coordinating Committee (TCC) an opportunity to use their knowledge of local issues and concerns to draft alternatives to bring before the MCTC that balance the local issues and preferences with the Statewide needs. The TCC will also draw from the maps scanned from the Charrettes to help organize and design their presentation to the MCTC. *With the understanding that these recommendations for focus area transportation improvements would be presented to the MCTC for approval as previously discussed. However, it would allow creative exploration of solutions by those who know the issues and can provide the context sensitive solutions requested by your constituents for consideration.*

2. **Meeting with Secretary Conti.**

   The most direct path to initiating a meeting with Secretary Conti would include representatives of Moore County and its stakeholders scheduling with his Executive Assistant. Her contact information is included below:

   Gene Conti
   Secretary of Transportation
   1501 Mail Service Center
   Raleigh, NC 27699-1501

   Executive Assistant and Director of Scheduling Wendy Lapish 919-707-2800

3. **Strategic Highway Corridors Vision Plan Revisions**

   http://www.ncdot.org/doh/preconstruct/tpb/shc/public/Revisions/

   NCDOT will consider requests submitted only by a Metropolitan Planning Organization (MPO), a Rural Planning Organization (RPO), or an internal business unit to revise the Vision Plan using

the process below or found on the website at the above locations. Requests should be sent through the Division 8 Office with assistance from Moore County's TARPO Planner, Matt Day.

Matt Day
TARPO Senior Planner
P.O. Box 12276
Research Triangle Park, NC 27729
919-558-9397

Tim Johnson, PE
Division Engineer
Highway Division 8
902 Sandhills Blvd.
Aberdeen, NC 28315

Revision requests may fall in one of the following categories:

- Addition of a new Strategic Highway Corridor (Corridor)
- Modification of an existing Corridor
- Partial or full deletion of an existing Corridor
- Changes to a proposed facility type

Revision Request Procedures

http://www.ncdot.org/doh/preconstruct/tpb/shc/pdf/SHC_Vision_Plan_Revision_Request_Form.pdf

A MPO, RPO, or internal business unit desiring a SHC Vision Plan revision ("the requestor") should obtain the SHC Revision Request Form (Form). The Form is available on the SHC website (www.ncdot.org/~shc) on the Questions and Comments page, or by contacting the engineer responsible for coordinating the SHC initiative (SHC Engineer, Tyler Bray). The requestor should complete the Form and submit it as indicated, along with any resolutions supporting the requested revision (see contact at end).

Upon receipt of the Request Form, the SHC Engineer will document the revision request and write a letter to the requestor indicating receipt of the request. This letter will state that the request will be given full consideration at a future NCDOT Strategic Management Committee (SMC) meeting. Prior to the SMC meeting at which the request will be discussed, the SHC Engineer will thoroughly review the request with other NCDOT staff (including, Division Engineers) and provide a staff-level recommendation.

The SMC will then make a recommendation as to whether to approve or deny the request. If approved, the request will be provided to the BOT Statewide Plan Committee for consideration. If approved by the BOT Statewide Plan Committee, the request will then be submitted to the BOT for approval. If the BOT approves the request, the change will then be reflected in the next revision of the SHC Vision Plan. The SMC, BOT Statewide Plan Committee, and the BOT can each deny a request, while only the BOT can provide official approval. The SHC Engineer will maintain a complete list of all requests and will respond to the requestor as to whether the request has been approved or denied.

Tyler Bray, P.E.
SHC Engineer
NCDOT-Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554
(919) 715-5482 ext. 382
tbray@ncdot.gov

Moore County's Strategic Highway Corridors and Their Criteria for Selection

US 1 - Strategic Highway Corridor 34

Corridor Length: 146 miles (4 concurrent with US 64, 11 concurrent with I-440)

Mobility: Functions as a high-use facility, with significant traffic volumes and vital to the State's interest.

From	To	Region	NCMIN Tier	2001 Traffic Volume Range	Existing Cross Section
Rockingham (Future I-73/74)	Southern Pines	Central	Statewide	8,100-26,000	2L
Southern Pines	Sanford (US 421)	Central	Statewide	9,300-26,000	2L/4LD/5L
Sanford (US 421)	Raleigh (I-440 North)	Central	Statewide	17,000-34,000	4LF/6LF
Raleigh (I-440 North)	Youngsville (US 1A)	Central	Statewide	25,000-66,000	8LD/6LD/4LD
Youngsville (US 1A)	Henderson (I-85)	Central	Statewide	5,800-16,000	4LD/4LF

Connectivity: Connects an existing Major or Regional Activity Center to another Major or Regional Activity Center, Seaport, Major Airport, or Military Base

- Connects **Rockingham** (Regional Activity Center) to **Pinehurst/Southern Pines** (Regional Activity Center) to **Sanford** (Regional Activity Center) to **Raleigh/Cary** (Major Activity Center/Major Airport) to **Henderson** (Regional Activity Center)

Interstate Connectivity: Connects an Existing Interstate facility to another Existing or Planned Interstate facility

- Connects I-85 at Henderson to I-40 and I-440 at Raleigh to Future I-73/I-74 at Rockingham.
- Connects to I-74 in Rockingham and to Wilmington and to Charlotte

Interstate Reliever: Currently serves or has potential to serve as a Reliever Route to an Existing Interstate facility.

- Combined with I-85 from I-95 at Petersburg, VA to Henderson, and Future I-73 at Rockingham to I-95 in South Carolina, US 1 could be a major relief route for I-95 for motorists traveling the interstate corridor between South Carolina and the Richmond Area. Congestion, collisions, and construction are frequently found on the I-95 in North Carolina and having a good alternate and relief route is necessary in order to avoid slowing down travel and commerce along the east coast.

Highway Systems: Inclusion in other Federal or State Highway Systems

- Entire Corridor is part of the NHS National Highway System
- Entire Corridor is part of the NC Intrastate System

Other: Special Circumstances or Historical Studies that suggest improvement of the corridor

- US 1 was traditionally the main route along the eastern US seaboard before construction of the interstate system and I-95. Today it is still connects activities centers and can be an important alternate for I-95

Background/Description of Corridor:

- The corridor between I-85 at Henderson and Raleigh is mostly rural, until just north of Wake County, where the area transitions to suburban followed by urban closer to Raleigh. The Corridor follows the western half of the I-440 around Raleigh, transitioning to a suburban area southwest of the city. Between Apex, Sanford, Pinehurst/Southern Pines, and Rockingham areas, the corridor is mostly rural, while urban in nature within the cities. The Pinehurst/Southern Pines is a major golfing community and Rockingham is home to the North Carolina Speedway

Evacuation Route:

- Moore County is within the 50 mile Plume Emergency Planning Zone Shearon Harris Nuclear Plant. US 1 is a designated evacuation route through Lee and Moore Counties.
- US 1 provides connectivity inland for Hurricane evacuation routes.

Recommendation: Statewide Strategic Corridor

NC 24/27 - Strategic Highway Corridor 25

Corridor Length: 108 miles

Mobility: Functions as a high-use facility, with significant traffic volumes and vital to the State's interest.

From	To	Region	NCMIN Tier	2001 Traffic Volume Range	Existing Cross Section
Charlotte (US 74)	Albemarle	Central	Statewide	7,700-23,000	4LD/5L/3L/2L
Albemarle	Hill Crest (US 15-501)	Central	Statewide	3,700-18,000	2L
Hill Crest (US 15-501)	Spout Springs (NC 87)	Central	Statewide	2,500-9,700	2L

Connectivity: Connects an existing Major or Regional Activity Center to another Major or Regional Activity Center, Seaport, Major Airport, or Military Base

- Connects **Charlotte/Monroe** (Major Activity Center/Major Airport/Intermodal Connector) to **Fayetteville** (Major Activity Center/Major Airport/Military Base)

Interstate Connectivity: Connects an Existing Interstate facility to another Existing or Planned Interstate facility

- Does not meet criteria

Interstate Reliever: Currently serves or has potential to serve as a Reliever Route to an Existing Interstate facility.

- Does not meet criteria

Highway Systems: Inclusion in other Federal or State Highway Systems

- Entire Corridor is part of the NC Intrastate System

Other: Special Circumstances or Historical Studies that suggest improvement of the corridor

- None

Background/Description of Corridor:

Mostly rural except near Activity Centers, Connects three military bases, Lejeune, Pope Air Force Base.

Recommendation: Regional Strategic Corridor